Rules and Orders under Bombay Act II of 1883.

(*Karáchi Tramways.*)

CONSTRUCTION OF A NEW LINE OF TRAMWAY VIÂ NAPIER AND LAWRENCE ROADS TO THE MUNICIPAL GARDENS, KARA'CHI.

Commissioner's Notn. No. 1344, dated 23rd July 1889, S. O. G., 1889, Pt. I, p. 94.

In exercise of the powers of a Local Government vested in him under Notification No. 1661[1] published at page 570 of the *Bombay Government Gazette*, Part I, dated 7th May 1885, the Commissioner in Sind hereby notifies, under the provisions of Section 4 of Act II of 1883 ("The Karáchi Tramways Act"), that a new line of tramway will be constructed *viâ* Napier and Lawrence Roads to the Municipal Gardens by the East India Tramway Company Limited[2], through Mr. J. F. Brunton. The proposed extension will commence at a junction with the existing Tramway line in the Bandar Road, near the Max Denso Hall, and will be laid on a gauge of four feet. The full description of the new line is given below.

Tramway No. 1.

A Tramway No. 1 consisting partly of single line and partly of double line, lying wholly within the city of Karáchi and its suburbs, and within Municipal limits, commencing by a junction with the existing Tramway of the Company in the Bandar Road at a point 12 yards or thereabouts south-west of the south-east corner of the junction of Bandar Road and Napier Road, and passing by a curve into the last named road, and continuing along this road in a north-westerly direction till it reaches the Lawrence Road, whence by a second curve it passes into the aforesaid Lawrence Road and continues along this road in a north-easterly direction to its termination at a point 20 yards or thereabouts south-west of the north-east corner of the lane passing down the south-west side of the Government Gardens, and known on the plan as Murad Khan Lane.

This Tramway No. 1 is divided into the following portions of single and double line, that is to say—

Portion A.

A single line, 1 chain 74·36 links in length, commencing by a junction with the existing line of the Company in the Bandar Road at a point 12 yards or thereabouts south-west of the south-east corner of the junction of Bandar Road and Napier Road and passing by a curve into the last named road and terminating in this road at a point 17 yards or thereabouts north-west of the north-west corner of the junction of Bandar Road and Napier Road.

Portion B.

A double line, 1 chain 61·62 links in length, commencing by a junction with portion A at a point 17 yards or thereabouts north-west of the north-west corner of the junction of Bandar Road and Napier Road, and continuing in a north-westerly direction along the last named road to its termination at a point 1 chain 61·62 links from its commencement.

Portion C.

A single line, 9 chains 69·52 links in length, commencing by a junction with portion C in the Napier Road, and continuing along that road in a north-westerly direction to its

(1) Printed at page 14, *supra*.

(2) As amended by Notification No. 1672, dated 26th September 1889, *B. G. G.*, 1889, Pt. I, p. 829.

termination at a point 13 yards or thereabouts north-west of the north-west corner of the junction of the Napier Road and Daryalal Street.

Portion D. A double line, 1 chain 61·62 links in length, commencing by a junction with portion C at a point 13 yards or thereabouts north-west of the north-west corner of the junction of the Napier Road and Daryalal Street, and continuing along Napier Road in a north-westerly direction to its termination at a point 13 yards or thereabouts south-east of the north-east corner of the junction of Napier Road and Chuba Street.

Portion E. A single line, 12 chains 10 links in length, commencing by a junction with portion D at a point 13 yards or thereabouts south-east of the north-east corner of the junction of the Napier Road and Chuba Street, and continuing along the first named road in a north-westerly direction to a point 41 yards or thereabouts south-east of the north-east corner of the junction of Lawrence Road and Napier Road.

Portion F. A double line, 3 chains 91·64 links in length, commencing by a junction with portion E at a point 41 yards south-east of the north-east corner of the junction of Lawrence Road and Napier Road, passing by a curve into the first named road and terminating at a point in this road 39 yards or thereabouts from the north-east corner of the junction of Lawrence Road and Napier Road.

Portion G. A single line, 8 chains 6 links in length, commencing by a junction in Lawrence Road with portion F at a point 39 yards or thereabouts from the north-east corner of the junction of Lawrence Road and Napier Road, and continuing along the last named road in a north-easterly direction to its termination at a point 8 chains 6 links from its commencement.

Portion H. A double line, 2 chains 86·90 links in length, commencing by a junction in the Lawrence Road with portion G at its north-easterly termination, and continuing along this road in a north-easterly direction to its termination at a distance of 2 chains 86·90 links from its commencement.

Portion J. A single line, 13 chains 53 links in length, commencing by a junction in Lawrence Road with the north-easterly termination of portion H, and continuing in a north-easterly direction along this road to a point opposite or thereabouts to the south-east corner of the junction of Lawrence Road and Mission Road.

Portion K. A double line, 1 chain 88 links in length commencing by a junction in the Lawrence Road with portion J at a point opposite or thereabouts to the south-east corner of Lawrence Road and Mission Road, and continuing along the first named road in a north-easterly direction to its termination at a point 1 chain 88 links from its commencement.

Portion L. A single line, 11 chains 86·90 links in length, commencing in the Lawrence Road by a junction with portion K at a point 1 chain 88 links or thereabouts south-east of the south-east corner of the Lawrence Road and Mission Road, and continuing in a north-easterly direction along the first named road to its termination at a point 11 chains 86·90 links from its commencement.

Portion M. A double line, 1 chain 88 links in length, commencing in the Lawrence Road by a junction with portion L at its north-easterly termination, and continuing along this road to its termination at a point 1 chain 88 links from its commencement.

Portion N. A single line, 11 chains 60 links in length, commencing by a junction in Lawrence Road with portion M at its north-easterly termination, and continuing in a north-easterly direction along this road to its termination at a point 6 yards or thereabouts north-east of the north-east boundary of the Municipal Kerosine Oil Godowns.

Portion O. A double line, 1 chain 88 links in length, commencing by a junction in Lawrence Road with portion N at a point 6 yards or thereabouts north-east of the north-east boundary of the Kerosine Oil Godowns, and continuing along this road in a north-easterly direction to its termination at a point 1 chain 88 links from its commencement.

Portion P. A single line, 14 chains 63 links in length, commencing by a junction with portion A at a point in Lawrence Road, and continuing in a north-easterly direction along this road to its termination at a point 14 chains 63 links from its commencement.

Portion Q. A double line, 1 chain 50 links in length, commencing by a junction in Lawrence Road with portion P at its north-easterly termination, and continuing in a north-easterly direction along this road to its termination at a point 1 chain 50 links from its commencement.

Portion R. A single line, 13 chains 20 links in length, commencing by a junction in Lawrence Road, with portion Q at its north-easterly termination, and continuing along this road in a north-easterly direction to its termination at a point in Lawrence Road 35 yards or thereabouts south-west of the south-westerly corner of the latrines situated near the Mahar Lines.

Portion S. A double line, 1 chain 50 links in length, commencing by a junction in Lawrence Road with portion R at a point 35 yards or thereabouts south-west of the south-westerly corner of the latrines situated near the Mahar Lines, continuing in a north-easterly direction along this road to its termination at a point in Lawrence Road 2 yards or thereabouts south-west of the south-westerly corner of the above-mentioned latrines.

Portion T. A single line, 14 chains 63 links in length, commencing by a junction with portion S in Lawrence Road at a point 2 yards or thereabouts south-west of the south-westerly corner of the latrines near the Mahar Lines, and continuing along this road in a north-easterly direction to a point opposite or thereabouts to the north-easterly boundary of the road or lane which runs down the north-east side of the lines known on the plan as Bigari Khatta.

Portion U. A double line, 3 chains 38 links in length, commencing by a junction in Lawrence Road with the north-easterly termination of portion T, continuing along this road in a north-easterly direction to its termination at a point 3 chains 38 links from its commencement.

Portion V. A single line, 12 chains in length, commencing by a junction in Lawrence Road with the north-easterly termination of portion U, and continuing along this road in a north-easterly direction to its termination at a point 17 yards or thereabouts south-west of the south-westerly boundary of the Merewether Gardens.

Portion W. A double line, 6 chains 55·44 links in length, commencing by a junction in Lawrence Road with portion V at a point 17 yards or thereabouts south-west of the south-westerly boundary of the Merewether Gardens, and continuing along that road in a north-easterly direction to its termination at a point 20 yards or thereabouts south-west of the north-east corner of the lane passing down the south-west side of the Government Gardens, and known on the plan as Murad Khan Lane. This Tramway will be laid on a 4 feet gauge, and the conditions applicable to the existing Tramway as set forth in Bombay Act II of 1883 ("The Karáchi Tramways Act, 1883,") are to be considered as applicable to this Tramway, No. 1.

KARÁCHI TRAMWAYS BYE-LAWS AND SCALE OF FARES FOR PASSENGERS.

Commissioner's Notn. No. 2041, dated 2nd December 1885, S. O. G., 1885, Pt. I, p. 648.

As no objection has been made to the draft of amended bye-laws under Sections 23 and 24 of Bombay Act II of 1883, The Karáchi Tramways Act, 1883," published provisionally under the Commissioner's Notification No. 1857, dated 29th October 1885, the amended bye-laws are now hereby republished as finally approved and sanctioned.

KARA'CHI TRAMWAYS BYE-LAWS FRAMED BY THE MUNICIPALITY UNDER SECTION 23 OF ACT II OF 1883.

1. No engine or train shall be driven at a greater speed than 8 miles an hour, provided that while crossing facing points the speed shall not exceed 4 miles per hour.

2. Engines or trains driven in the same direction, shall be kept at least 100 yards apart, except at stations or turnouts, or to avoid collision, or prevent injury or in case of accidents.

3. No train shall run on the tramway consisting of more than one engine and three passenger cars, or one engine and ten goods wagons.

4. No engine or train shall be brought to a standstill opposite any intersecting street.

5. Except in case of accident, or with the special consent of the Managing Committee of the Municipality, no goods wagon shall be loaded or discharged on any public thoroughfare.

6. Each engine shall also be fitted with the following :—

an indicator by which the speed shall be shown ;

a suitable fender to put aside obstructions ;

a special bell to be sounded as a warning when necessary.

7. Every engine shall have its machinery and fires concealed from view on all points above four inches above the rails, and shall be free from the noise produced by blast, or the clatter of machinery.

8. All trains running during the night must be provided with two red lamps in front and one red lamp behind.

9. The greatest precautions should be continuously adopted by drivers of trains along the roads, and they should be instructed to bring their trains to a standstill on the approach of horses or other animals, showing the least restiveness, or when there is the possibility of danger to any foot passengers or animals or vehicles.

10. Such other precautionary measures shall be adopted for the working of trains on the tramways, as may be from time to time ordered by the Managing Committee or the Municipality.

11. Each passenger car shall have posted up in English and Vernacular character the number of passengers which such car is authorised to carry, such number being fixed by the Managing Committee or the Municipality.

12. The Municipality or the Managing Committee shall be at liberty to inspect or order an inspection from time to time any engine used by the grantee, and may, whenever they think fit, prohibit the use of any such engine which in their opinion may be unsafe to be used on the public road.

13. It shall be the duty of the officer of the Company in charge of the train to give immediate notice of the occurrence of any accident involving injury to person or property, to the nearest police office, and subsequently with the least possible delay to the President or the Secretary of the Municipality.

14. The penalty for breach of any of these rules shall be any sum not exceeding Rs. 25 for every offence.

BYE-LAWS UNDER SECTION 24 OF ACT II OF 1883, FRAMED BY THE EAST INDIAN TRAMWAYS COMPANY (LIMITED).

1. Passengers are forbidden—

(*a*) to enter or leave a car whilst in motion;

(*b*) to travel standing on the footboard of the car;

(*c*) to deface or obscure or foul any part of a car or any premises of the Company;

(*d*) to smoke in any part of a car, or part of the Company's premises not specially set apart for that purpose;

(*e*) to converse with the driver whilst on duty;

(*f*) to enter a car except by the back platform;

2. No such persons, whether passengers or otherwise, shall swear or use obscene or offensive language, or commit any nuisance whilst upon any car, or in or against any premises of the Company, or wifully interfere with the comfort of any passenger.

3. The conductors may refuse to allow any of the following persons to travel upon any car, and may at any time require any such persons to leave

the car, and no such persons shall enter or attempt to enter a car after the conductor has refused permission, or shall remain on the car when called upon to leave it, that is to say—

(*a*) any person drunk or disorderly;

(*b*) any person suffering from any contagious or offensive disease;

(*c*) any person whose clothing or body is in an offensively dirty state;

(*d*) any person having more luggage than can be accommodated in the space allotted to him or her under his or her seat.

4. No person shall take a dog or other animal into any car, and any animal being so brought in shall be immediately removed by the person in charge of it upon the request of the conductor, and in default of compliance with such request the dog or other animal may be removed under the direction of the conductor.

5. Every person travelling on the tramway will, on payment of his or her fare, be furnished with a ticket specifying the amount of the fare and shall, when required, show his or her ticket to any servant of the Company. Any such person not producing his or her ticket shall be liable to pay the fare from the place from which the car originally started.

6. Each tramway car or train shall be in charge of a conductor, and each conductor of a passenger train will be furnished with books each containing tickets consecutively numbered. Any such conductor who shall neglect to issue a ticket to a passenger, or shall issue to such passenger a ticket bearing a number other than one of the numbers contained in such books, or shall issue a ticket of a lower denomination than the amount of the fare or non-consecutive in number, or a ticket other than the ticket provided by the Company for the journey to be travelled, shall, for every such offence, be liable to a penalty not exceeding Rs. 25.

7. When any car contains the full number of passengers which it is licensed to carry, no additional person shall be allowed to enter or remain on any such car.

8. If any car, or part of a car shall be provided by such Company for the exclusive use of females, any male person, who, without lawful excuse, shall enter such car or part of a car, knowing the same to be exclusively appropriated as aforesaid, or shall remain therein after having been informed of its exclusive appropriation, shall be liable to a penalty not exceeding Rs. 25 and in addition to such penalty may be removed therefrom by any of the servants of the Company, or by any police officer, and shall forfeit his fare.

9. No person shall wilfully obstruct or impede any officer or servant of the Company in the execution of his duty, under these bye-laws and regulations.

10. No person shall, without lawful excuse—the onus of proof whereof shall be upon the accused—interfere with the tramway by placing any obstacle on the tramway, or in any way damage, or endanger the safety of the passengers or of the goods, permanent way or rolling-stock, or other property whatever of the Company.

11. Any servant of the Company who shall be in a state of intoxication whilst engaged in any duty connected with the running of the cars, or who shall whilst so engaged, negligently omit to perform his duty, or shall perform

the same in an improper manner, shall be liable to summary dismissal, and to a penalty not exceeding Rs. 25.

12. The Company's servants, as and when occasion requires, may by force, and with or without the assistance of the police, remove from the Company's premises and cars any person committing a breach of any of the foregoing bye-laws and regulations.

13. A penalty of a sum, not exceeding Rs. 25, is hereby imposed for each and every infraction by any person of the foregoing bye-laws and regulations, or any of them.

14. The word "conductor" in these bye-laws and regulations includes and means any servant of the Company in charge of a car. The word "car" in these bye-laws and regulations means and includes "carriage" and "wagon".

15. A printed list in English, Arabic, Sindhi, and Guzerati, of all the fares and charges authorized by Act II of 1883, to be taken, and a printed copy in the same languages of all the bye-laws in force under the above Act shall be exhibited in a conspicuous place inside each of the cars or carriages used by the Company.

The following scale of fares for passengers is published for general information under Section 10 of Act II of 1883 :—

First Class.	Rate.	Second Class.	Rate.	Third Class.	Rate.
	Rs. a. p.		Rs. a. p.		Rs. a. p.
Sadar Bazaar and Agra Bank.	0 4 0	Max Denso Hall to Native Jetty.	0 1 0	Gharrikhata (High School) to Max Denso Hall.	0 0 6
Keamari and Max Denso Hall.	0 4 0	Bunder Station to Native Jetty.	0 1 0	Scotch Church (Sadar Bazaar) to Gharrikhata High School).	0 0 9
Sadar Bazaar and Keamari.	0 8 0	Scotch Church (Sadar Bazaar to Max Denso Hall.	0 1 9	Max Denso Hall to Custom House Gharry Stand.	0 0 9
		Native Jetty to Keamari.	0 1 9	Custom House Gharry Stand to Keamari.	0 1 0
		Scotch Church (Sadar Bazaar) to Native Jetty.	0 2 9	Scotch Church (Sadar Bazaar) to Max Denso Hall.	0 1 0
		Max Denso Hall to Keamari.	0 2 9	Gharrikhata (High School) to Custom House Gharry Stand.	0 1 0
		Bunder Station to Keamari	0 2 9	Max Denso Hall to Keamari.	0 1 6
		Scotch Church (Sadar Bazaar) to Keamari.	0 4 6	Scotch Church (Sadar Bazaar) to Custom House Gharry Stand.	0 1 6
				Gharrikhata (High School) to Keamari.	0 2 0
				Scotch Church (Sadar Bazaar) to Keamari.	0 2 6

McLEOD ROAD SECTION.

First Class.	Rate.	Second Class.	Rate.	Third Class.	Rate.
					Rs. a. p
				McLeod Road Railway Station to Merewether Monument.	0 0 6
				Merewether Monument to Native Jetty.	0 0 6
				Native Jetty to McLeod Road Railway Station.	0 0 9

Commissioner's Notn. No. 1016, dated 17th July 1886, S. O. G., 1886, Pt. I, p. 111.

As no objection has been raised to the draft of additional bye-laws framed by the Karáchi Municipality under Section 23 of Bombay Act No. II of 1883 (The Karáchi Tramways Act, 1883), published provisionally under the Commissioner's Notification No. 561, dated 22nd June 1886, the additional bye-laws are now hereby republished as finally approved and sanctioned.

14. No fuel other than coke or smokeless coal shall under any circumstances or conditions whatsoever be used on the Karáchi Tramways.

15. A governor (which cannot be tampered with by the driver) shall be attached to each engine, and shall be so arranged that at any time when the engine exceeds a speed of eight miles an hour, it shall cause the steam to be shut off and the brake applied.

16. Each engine shall be numbered, and the number displayed in a conspicuous part thereof.

Orders under Bombay Act V of 1883.

(*Public Authorities' Seals.*)

PRESCRIBING THE SEALS TO BE USED IN THE COURTS OF MAGISTRATES.

(1) *Judicial Notn. dated 9th July 1873, para. 2, B. G. G., 1873, Pt. I, p. 584.*

The Honourable the Governor in Council is also pleased to notify that under the provisions of Section 2 of the aforesaid Act (Bombay Act II of 1870), the seals to be used from the date the said Act comes into force in the Courts of the Magistrates of Police in Bombay, the District Magistrates, and Magistrates of the First, Second, and Third Class shall be of the following description:—

For the Magistrates of Police in Bombay.

Two inches in diameter. *Device*—Royal Shield and Crown. *English inscription*—"Magistrate of Police, Bombay."

(1) This notification, issued under Bombay Act II of 1870, is kept in force by Bombay Act V of 1883, Section 2.